

**Rural & Regional Affairs and Transport Legislation Committee**  
ANSWERS TO QUESTIONS ON NOTICE  
Budget Estimates 2016 - 2017  
**Infrastructure and Regional Development**

**Question no.:** 21

**Program:** n/a

**Division/Agency:** Civil Aviation Safety Authority

**Topic:** Automatic Dependent Surveillance Broadcast (ADS-B)

**Proof Hansard Page:** 121 (05 May 2016)

**Senator Xenophon, Nick asked:**

**Senator XENOPHON:** What proportion of general aviation would have implemented ADS-B, do you think? Can you take that on notice.

**Mr Skidmore:** Can I just correct—the mandate is for IFR aircraft. That encompasses a number of operators and a number of systems; it is not just general aviation. In regard to the exact numbers of those who have implemented ADS-B in the general aviation space, I would do not have those numbers with me.

**Senator XENOPHON:** Would you take that on notice.

**Mr Skidmore:** I can take that on notice.

**Answer:**

CASA and Airservices Australia are only able to capture data about aircraft that file Instrument Flight Rules (IFR) flight plans and annotate they are ADS-B capable on the flight plan, not how many airframes in the general aviation sector have implemented ADS-B to date.

However, the flight plan data gathered between 1 November 2015 to 1 May 2016 indicates approximately 78% of IFR flights at all levels were ADS-B capable.

Note that many general aviation aircraft only operate to Visual Flight Rules, so not all of general aviation is subject to the ADS-B IFR mandate of 2 February 2017.

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**Question no.:** 22

**Program:** n/a

**Division/Agency:** Civil Aviation Safety Authority

**Topic:** Sector Risk Profiles

**Proof Hansard Page:** 122 (05 May 2016)

**Senator Fawcett, David asked:**

**Senator FAWCETT:** I am happy to put my questions on notice, given the time constraints. Mr Skidmore, the industry has been very positive about sector risk profiles. I would like an update on where CASA's view is with that process, who you have got working on it and what resources you are investing in it. It appears to be a good way of collaborating with industry.

**Mr Skidmore:** I will take that on notice, and thank you very much for those comments.

**Answer:**

CASA considers that Sector Risk Profiling (SRP) is an effective risk management tool to assist the aviation industry in developing an understanding of the effects of risks in order to maximise their aviation safety performance. SRPs that have already been developed are in the areas of aerial application and aerial mustering. In 2016 CASA expects to publish SRPs in aerodromes, small aeroplanes, large aeroplanes and offshore helicopter transport. The SRPs in helicopter emergency medical services and aerial ambulance sectors are expected to be published in 2016-17.

The profiles are developed by a team of subject matter experts drawn from CASA's operational areas that collect and analyse relevant data. The data and other additional information are reviewed collectively by CASA and representatives from the relevant sector prior to finalising the SRP.

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**Question no.:** 23

**Program:** n/a

**Division/Agency:** Civil Aviation Safety Authority

**Topic: Industry Complaints Commissioner (ICC) Processes**

**Proof Hansard Page:** 122 (05 May 2016)

**Senator Fawcett, David asked:**

**Senator FAWCETT:** I know what the government response was. I am interested in where you are at and where your time frame for implementation is going, particularly around the issues that you are obviously aware of—48 paragraph 1 parts 61 and 141, the things that are concerning industry, but I am also interested, for example, in how well the industry complaints commissioner is functioning in the way that Forsyth envisaged to get quick turnaround times. I would appreciate some actual facts and figures around number of complaints, times for resolution, what the outcomes were and how many have had to go back to the board member to indicate that CASA has taken a view that perhaps the independent expert, the board member, did not think was going to be appropriate.

**Mr Skidmore:** We can certainly do that. The terms of reference for the ICC were amended to be 'report directly to the board.' That was one of the aspects of the Aviation Safety Regulation Review that we have implemented. We can give you more figures in regard to the ICC process and the complaints.

**Answer:**

During 2015-16, and as at 20 May 2016, the ICC has:

- resolved 142 complaints taking an average of 13.4 working days from receipt to completion. The 142 complaints are made up of 55 'simple' cases taking an average of 1.3 working days to resolve, 78 'standard' cases taking an average of 17 working days to resolve and nine 'complex' cases taking an average of 56 working days to resolve.
- made 15 recommendations across nine complaints, with 14 recommendations being accepted by the relevant CASA Group. The Board has not advised the ICC of any resolutions they considered inappropriate or that required further investigation.